

PROJECTS, PHASES OR COSTS REMOVED FROM THE CAPITAL PROGRAM

(State \$ Only in Millions)

The following projects had phases or amounts removed, totalling \$111.0 million due to the National Economic Slowdown:

<u>PROJECT DESCRIPTION</u>	<u>PHASES REMOVED OR REDUCED</u>	<u>AMOUNT REMOVED</u>
The Secretary's Office		
Transit Station Smart Growth Initiative	CO	1.5
Program Management	CO	0.4
Pathways to School	CO	0.5
Motor Vehicle Administration		
Baltimore City Mondawmin Office	RW	2.0
Electronic Lien and Title	CO	2.0
Maryland Aviation Administration		
Truck Parking	CO	4.6
Operating to Capital	CO	1.2
Maryland Port Administration		
Harbor Development and Maintenance	CO	11.0
Miscellaneous Dredging	CO	3.9
Cox Creek Excavation	CO	4.1
Cox Creek Construction	CO	1.1
Land Acquisition	RW	3.3

PROJECTS, PHASES OR COSTS REMOVED FROM THE CAPITAL PROGRAM

(Continued)

<u>PROJECT DESCRIPTION</u>	<u>PHASES REMOVED OR REDUCED</u>	<u>AMOUNT REMOVED</u>
Maryland Transit Administration		
Transit Police Headquarters	CO	0.6
Over the Road Coaches	CO	2.6
Light Rail Station at Texas	CO	0.4
Maryland Ridesharing	CO	3.9
Bus Contract Renewal Year 4	RW	1.6
Rural Small Urban System Vehicles	CO	1.9
Various Facility System Preservation	CO	7.1
Metro Rail Car Overhaul	CO	3.9
MARC Penn Camden Connection	CO	9.7
MARC Maintenance Facility	CO	6.0
EPA Engine Upgrades	CO	1.9
BUS AVL Phase V	CO	1.4
State Highway Administration		
Areawide Access Controls	RW	1.1
Areawide Location Studies	All	0.1
Baltimore; I-695 (I-83 to I-95)	RW	2.1
Calvert; MD 2/4 (MD 765 to Stoakley Road)	PE	0.7
Carroll; MD 30 (Hampstead Bypass)	RW	0.4
Charles/Prince George's; US 301 South Corridor Transportation Study	PP	0.5
Charles/Prince George's; US 301 South Corridor Transportation Study	RW	9.7
Frederick; MD 475 (East St - Walser Drive to South Street)	RW	2.1
Garrett; US 219 Relocated (Oakland)	RW	0.4
Howard; MD 32 (MD 108 to I-70)	RW	1.0
Queen Anne's; US 50 (US 301 to MD 404)	RW	4.3
Maryland Transportation Authority		
Various Adjustments	CO	12.0

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2001-2006 CTP

Significant project changes consist of additions to, or deletions from, the Construction Program or the Development and Evaluation Program; changes in the construction start year; significant cost increases or decreases, and changes in the scope of a project.

In total, \$119.4 million worth of projects have been added to the CTP. Of that amount thirteen projects at a cost of \$101.3 million were added to the Construction Program. Two projects at a cost of \$11.7 million were added to the Development and Evaluation Program (D&E). In addition, two projects were moved from the D&E Program to the Construction Program at a cost of \$6.4 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration	
Full Buildout of Parking Guidance System in Existing Parking Garage at BWI	3.2
Comprehensive Roadway Sign System at BWI	4.5
Maryland Port Administration	
Fruit Pier Fill - South Locust Point Marine Terminal	9.6
Maryland Transit Administration	
Maryland-Delaware Railroad Rehabilitation & Improvements	7.2
Light Rail Safety Upgrades	5.6
Metro Facilities Maintenance Building	13.0
Procure Lift-Equipped Over-the-Road Coaches	13.0
Largo Garage	4.0
State Highway Administration	
MD 509, Governor Run Road; Replace Bridge #4020 over Governor Run. (Calvert)	0.6

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
State Highway Administration	
MD 32, Sykesville Road; MD 32 Bridge over River Road, Patapsco River and CSX Railroad. (Carroll)	4.6
MD 17, Wolfsville Road; Replace Bridges 10068, 10069 and 10071 over Middle Creek. (Frederick)	3.7
MD 304, Ruthsburg Road & MD 481, Damsontown Road; MD 304 & MD 481 over Blackston Branch and German Branch. (Queen Anne's)	1.6
Maryland Transportation Authority	
Francis Scott Key Bridge	30.7
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Total	101.3

PROJECTS ADDED TO THE D&E PROGRAM

Maryland Transit Administration		
Purple Line Study	PP	10.7
Parole Town Center	PP	1.0
	Total	11.7

PROJECTS MOVED FROM THE D&E PROGRAM TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

Maryland Aviation Administration

New Air Traffic Control Tower For Martin State Airport

2.2

State Highway Administration

Smart Growth Initiative; Reconstruct MD 30 from Beaver Street to MD 27 (State Wide)

4.2

Total **6.4**

PROJECTS REMOVED FROM THE D&E PROGRAM

The following projects have been removed from the D&E Program:

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Transit Administration New Light Rail Station at Texas	PE	Funding removed as part of the national economic slowdown.

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Aviation Administration		
Purchase of New Bus Fleet For Shuttle Services at BWI Airport	CO	Unfavorable legislative review of shuttle bus report.
Purchase of Hangar at Martin State Airport	CO	Moved to system preservation minor project program due to scope change.
Maryland Transit Administration		
Smart Bus Retrofit	PE, CO	Moved to system preservation minor project program due to scope change.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2001-2006 CTP, for the following sixteen major projects.

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Motor Vehicle Administration		
Montgomery County Branch Office	Deferred to find appropriate size parcel of land.	FY 2002 to FY 2003
Maryland Aviation Administration		
Midfield Cargo Complex at BWI Airport, Phase II - Cargo Support Area & Airfield Improvements	Phase II Development completion delayed until new Tenant Parking Facility opens.	FY 2003 to FY 2004
Consolidated Rental Car Facility at BWI Airport	Start of construction delayed due to readvertisement of project	FY 2001 to FY 2002
Runway 15/33 Reconstruction at Martin State Airport	Construction start deferred due to resolution of design components with FAA.	FY 2002 to FY 2003
Maryland Port Administration		
Rehabilitation of Berths 1-6 at Dundalk Marine Terminal	Construction delay due to the national economic slowdown.	FY 2001 to FY 2002
Niche Cargo Warehouse , Shed 6B	Delayed due to design changes from a refrigerated warehouse to a multi-purpose warehouse.	FY 2002 to FY 2004
Intermodal Container Transfer Facility Improvements	Construction delayed due to the national economic slowdown.	FY 2002 to FY 2004
North American Paper Hub	Construction delayed due to the national economic slowdown.	FY 2002 to FY 2003
Maryland Transit Administration		
MARC Maintenance, Layover & Storage Facilities	Construction of Washington Mid-Day Storage delayed to allow time to finalize agreements with Amtrak.	FY 2002 to FY 2003
Silver Spring Transit Center and MARC Station Relocation	Phase II delayed due to evaluation of alternative development plans.	FY 2002 to FY 2004
Metro Owings Mills Joint Development	Project delayed while negotiations with developer continue.	FY 2002 to FY 2003

CONSTRUCTION SCHEDULE DELAYS(Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>FISCAL YEAR</u>
Maryland Transit Administration	
Agencywide Elevator Rehabilitation	Contract scheduling changes forced delay in original construction start date.
Transit Vehicle Automated Stop Announcement	Construction delayed from FY 2002 to FY 2003 as design details are finalized.
State Highway Administration	
US 29, Columbia Pike;US 29 interchange at MD 198 (Montgomery)	Additional time required for project to be advertised as a Detail Build.
I-295 / I-495, National Harbor;Interchange access ramps. (Prince George's)	Construction delayed due to the national economic slowdown.
MD 450, Annapolis Road;Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross. (Prince George's)	Right-of-way and Construction delayed due to a scope change which required additional design time.

CONSTRUCTION SCHEDULE ADVANCEMENTS

The start of construction has been advanced from the schedule shown in the FY 2001-2006 CTP, for the following major project.

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
State Highway Administration MD 450, Annapolis Road; Upgrade and widen MD 450 from east of Whitfield Chapel Road to Seabrook Road. (Prince George's)	Project design completed ahead of schedule	FY 2004 to FY 2003

COST & SCOPE CHANGES

In total, eighty-two major construction projects experienced significant changes in project cost or scope, for a net increase of \$38.1000000000001 million. Thirty-nine projects increased in cost by a total of \$293.2 million, while twenty-eight projects experienced a decrease in cost of \$235.6 million. The scope of fifteen projects changed, which caused a net increase totaling \$40.4 million, while five projects experienced a reduction in scope of \$59.9 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms(PIF).